

YELLOWSTONE NATIONAL PARK



NORTHERN PACIFIC RAILWAY

1901

Yellowstone National Park.



AN OUTING SPOT As a place where one can spend a vacation or an outing time, Yellowstone National Park is unrivaled. From the hotels as centers, excursions can be made afoot or by horse in all directions. A few days can be spent in delightful camping out; the trout streams can be whipped; a mountain be climbed, or the peculiar features of each locality be leisurely studied while sojourning at each hotel. The purity of the atmosphere, the mild temperatures of the park when cities are hot and unbearable, and the moderate altitude of the region guarantee health and recuperation as well as pleasure and amusement. The value of the park in this connection will well bear careful thought on the part of denizens of large cities, to whom even a short vacation means a great deal.



THE "NORTH COAST LIMITED."

In 1872 the act of congress was passed which set aside forever, as a public park, the section of country known as the Yellowstone National Park. The park is rectangular in shape, about sixty-two miles long, from north to south, and fifty-four miles in width, with an area of 3,412 square miles. Since the park was established another act of congress has set aside, as a *timber reserve*, a strip on the south and one on the east side of the park proper.

WHERE IT IS The park lies in the northwestern corner of Wyoming, with a narrow strip in Montana and Idaho. It is about 1,000 miles from St. Paul and Duluth to the east and Portland to the west, 1,500 miles from Chicago, and about the same distance from San Francisco.

HOW TO REACH IT The one railway to the park, the Northern Pacific, touches it at its northern boundary. The eastern tourist reaches the Northern Pacific at Ashland, West Superior, Duluth, St. Paul or Minneapolis. The Northern Pacific transcontinental trains which leave St. Paul, Minneapolis and Duluth, its principal eastern terminals, make close connection there with all eastern and southern railways and steamboat lines.

Pacific Coast tourists can take the trains of the Northern Pacific at Seattle, Tacoma or Portland.

The main line of the railway is diverged from at Livingston, Mont. From there to Cinnabar, a point on the northern border of the park and distant fifty-one miles, a branch line is used. From Cinnabar the trip is continued to Mammoth Hot Springs, seven miles distant, whence the tour of the park proper is made in the coaches of the Yellowstone National Park Transportation Company.

TRAIN SERVICE The regular double daily train service of the Northern Pacific Railway cannot be excelled anywhere. Pullman standard and tourist sleeping cars, modern day coaches and the very best of dining cars, all wide vestibuled, are run on all through trains; sleeping cars running between St. Paul and Cinnabar west on the Pacific Express and east on "**North Coast Limited.**" This incomparable train, the Crack Train of the Northwest, is the one used by park tourists east bound from the park. The Park Branch train between Livingston and Cinnabar makes the round trip daily during the park season, connecting with park coaches at Cinnabar and with main-line trains east and west bound at Livingston.

TIME SCHEDULE PARK BRANCH TRAINS.

South Bound, leave Livingston.....	8.30 a. m.
North Bound, leave Cinnabar.....	8.15 p. m.

THE TOUR OF THE PARK

Includes six days south of Livingston—and the tourist is in the park itself five and one-half days as the trip is usually made. On this basis the number of days required to make the park tour will be:

From St. Paul, Minneapolis or Duluth, Minn.....	9 days.
From Portland, Ore.....	9 days.
From Tacoma and Seattle, Wash.....	9 days.
From Chicago and St. Louis.....	11 days.
From New York and Atlantic Coast cities.....	13 days.
From San Francisco, Cal.....	14 days.
From Liverpool, England.....	27 days.

The transportation equipment, the best obtainable, consists of the well known Abbott-Downing Concord coaches, made specially to fit the necessities of park travel. While being strong and durable, they are light, easy to get in and out of, and open at the sides so that the passengers can easily see the country while riding along. The coaching trip found here is the most enjoyable one to be found in the United States to-day.

The transportation company, when so requested the night previous to departure of stage from Mammoth Hot Springs, will endeavor to seat persons or parties of six, eight or ten in the same vehicle for the trip.

The government has entire control of the park. All new roads opened and the repairs and maintenance of old roads and trails are entirely dependent upon congressional appropriations. With these the Yellowstone Park Association and the transportation company have nothing whatever to do.

New roads are constantly being constructed, old ones improved, and steel bridges are rapidly replacing wooden ones. In 1900 the Golden Gate wooden trestle was torn away and a steel and concrete bridge built at a cost of \$10,000.

The steamer trip across Yellowstone Lake is outside the regular tour and requires an extra fare.

TIME SCHEDULE IN THE PARK

The following approximate time schedule will give a comprehensive idea of the park itinerary:

FIRST DAY—Leave Livingston at 8.30 a. m., arrive Cinnabar 10.45 a. m.; leave Cinnabar at 11.00 a. m.; arrive Mammoth Hot Springs Hotel 1.00 p. m., taking lunch, dinner and lodging.

SECOND DAY—Breakfast. Leave Mammoth Hot Springs at 8.00 a. m., arriving at Norris at noon for lunch; leave at 1.30 p. m., and arrive at Fountain Hotel, Lower Geyser Basin, at 5.30 p. m. for dinner and lodging.

THIRD DAY—Breakfast at Fountain. Leave for Midway and Upper Geyser Basins at 8.00 a. m. Lunch at Upper Geyser Basin. Return from Upper Geyser Basin to Fountain Hotel at 4.30 p. m. Dinner and lodging at Fountain Hotel.

FOURTH DAY—Breakfast at Fountain. Leave for West Arm of Yellowstone Lake at 7.00 a. m. Lunch at lake and leave the lake after lunch for Yellowstone Lake Hotel at lake outlet. Dinner and lodging at Lake Hotel.

FIFTH DAY—Breakfast at Yellowstone Lake. Leave for Grand Cañon at 9.30 a. m. via Sulphur Mountain; arrive Grand Cañon at 12.30 p. m. Lunch, dinner and lodging.

SIXTH DAY—Breakfast. Leave Grand Cañon at 10.00 a. m., arrive Norris at 12.30 p. m. Lunch. Leave Norris at 1.30 p. m., arrive Mammoth Hot Springs at 4.30 p. m. Dinner. Leave Mammoth Hot Springs at 6.30 p. m., arriving at Cinnabar at 8.00 p. m.; leave Cinnabar at 8.15 p. m., arrive Livingston at 10.30 p. m.



A GLIMPSE OF THE TERRACES AT MAMMOTH HOT SPRINGS.

This schedule may be altered by the transportation companies at any time to correspond with changes made necessary in the time at Livingston of through transcontinental trains. The tourist may, by arranging in advance with the park transportation company, vary his schedule south of Mammoth Hot Springs.

As shown above it represents the minimum period within which the tour of the park can be made.

On the fourth day, owing to the long drive, it is imperative that passengers leave Fountain Hotel at 7.00 a. m.

STOP-OVERS Are allowed south of Mammoth Hot Springs without additional charge for transportation, provided notice is given to stage company at Mammoth Hot Springs Hotel previous to departure.

Holders of through tickets deciding to stop-over, after reaching stations south of Mammoth Hot Springs, will be provided with seats in regular coaches by giving transportation company sufficient notice to enable them to make reservation in coaches leaving Mammoth Hot Springs, or utilize vacant seats in coaches en route. In granting stop-overs in this manner, while it will be the aim of the transportation company not to separate families or divide parties, even for a day's journey, they can not guarantee that this will not be necessary.

"Parties" desiring to stop en route and retain exclusive use of the coach in which they commenced their journey can do so on payment of half rates; i. e., a surrey accommodating three people, \$7.50 per day; coaches accommodating from five to ten persons, \$10 to \$15 per day.

Children under ten years of age, accompanied by parents or other persons in charge, will be granted half rates locally in the park for hotels and transportation.



WHERE THE TOURISTS RIDE AND THE TROUT HIDE, ALONG THE GIBBON RIVER.

SIDE TRIPS Numerous SIDE TRIPS that can be made, and not embraced in the regular scheduled tour are: A trip to Yancey's for fishing purposes from either Mammoth Hot Springs or the Grand Cañon; an excursion to Shoshone Lake from the Upper Geyser Basin; fishing or camping parties from Lake Hotel to points on Yellowstone Lake or River; the fine trip from the Grand Cañon to the top of Mount Washburn. Tourists often prefer to ride rather than walk about Mammoth Hot Springs, the Geyser Basins and the Grand Cañon. To accommodate such, or those desiring to camp out, fish, etc., the transportation company have a quota of guides, drivers, packers, carriages and horses, both driving and riding, and complete packing outfits, at each regular stopping point.

The extra charges for tourist wagon trips, per passenger, at the important points are as follows:

Mammoth Hot Springs.....	\$ 1.00	Upper Geyser Basin.....	.50
Lower Geyser Basin.....	.50	Grand Cañon.....	1.00

HOTEL ACCOMMODATIONS The Yellowstone Park Association conducts the hotels in the park under franchises issued by the United States government. These accommodations are first class and ample, as will be seen by reading the following paragraphs.

Mammoth Hot Springs: A large hotel, with steam heat and electric light, within easy walking distance of the hot springs. Accommodations for 150 tourists.

Norris Geyser Basin: A lunch station under canvas.

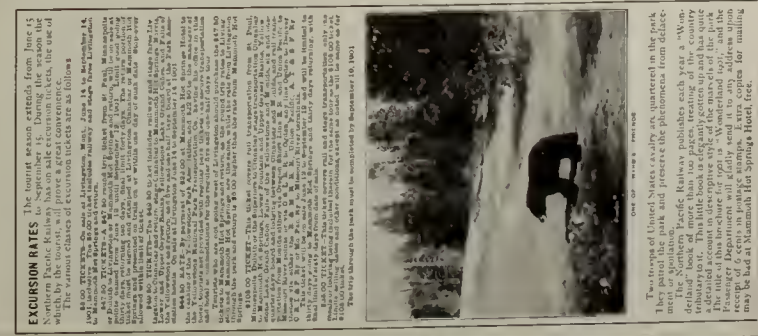
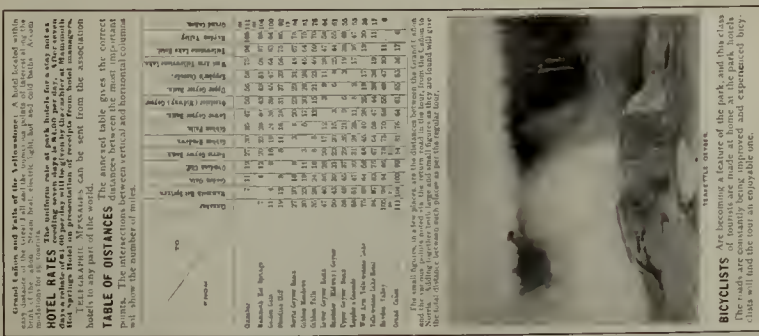
Lower Geyser Basin: The hotel is near Fountain Geyser and Mammoth Paint Pots; has steam heat, electric light and hot mineral baths, the medical properties of which are, as stated by eminent medical and scientific men, to be found in but one other hot spring in the world. Accommodations for 250 tourists.

Upper Geyser Basin: A lunch station located near Old Faithful Geyser.

West Arm of Yellowstone Lake: A lunch station under canvas.

Outlet of Yellowstone Lake: A steam-heated, electric-lighted hotel of seventy-five rooms, with hot and cold bath facilities, and located on the shore of the lake, one mile from the mouth of the river, where the trout for which the Yellowstone Lake is noted can be readily brought to the surface with hook and line. The Natural Bridge is about two miles west of the hotel. Accommodations for 125 tourists.



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PUGET SOUND
AND ALASKA -

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